ROCK HALL

have named Amos Edward.

Ley, of Philadelphia. John Scoone was brought home C. E. Davis. Mrs. Dodson is far from Tolchester quite sick several from well. days ago.

Mrs. Latham, Chestertown, is vis- ployment of several weeks in Baltiiting her sister, Mrs. William Wil- more. liams, and helping care for her broth- Mrs. William Durding has returner, Benjamin Coleman, who continues ed from a two weeks visit to her sonvery ill.

on a visit to his sister, Mrs. Notley brought her grand-sons, Norman and

as week-end guests the former's Grace, is visiting her sister-in-law, son, Edward Apsley, and Mr. Alle, Mrs. Robert Shallcross, of Baltimore, Mrs. Apsley's son, John Mrs. Frank Mariner spent last Lynn, Mr. and Mrs. Kirk and Ed- week in Baltimore with her sister, mond Barnes, of Coatesville, Pa. Mrs. Wise, who is under treatment

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Toulson's Drug Store

The present guests are Mr. and Mrs. Crofoot, who drove three hundred Mr. and Mrs. Wilbur Joiner have miles from Republic, Pa., with an ina fine three weeks old son whom they fant less than two months old who reached here smiling and happy.

Mrs. Mary C. Ashley has with her Mrs. Williard Dodson returned on for a visit her grandson, Donald Ash- Sunday to her home near Worton and was accompanied by her mother, Mrs.

Harry Webb is at home after em-

in-law and daughter, Mr. and Mrs. William Camp, of Wilmington, is Bayard Sutton, of near Worton, and

Bayard, Jr., for a visit. Capt. and Mrs. J. E. Apsley had Mrs. Howard Taylor, of Havre de

by an eye specialist.

Miss Clara Coleman has returned to Cambridge Hospital after a fiveweeks visit to her parents, Mr. and Mrs. U. G. Coleman.

Mrs. Maggie Lawton has returned to Baltimore after spending several weeks with her daughter, Mrs. J. B. Coleman, and Mr. Coleman. Miss Annie Chase, of Massey, is

guest of Mr. and Mrs. John Diehl. J. B. Turck is home after a three weeks visit to Atlantic City. Joseph Downey, Sr., is suffering some inconveniences from rheuma-

Mrs. Walter Davis returned to her home in Havre de Grace and is now spending a month at Atlantic City. Mrs. Charles Baker has returned to her home in Havre de Grace.

Mr. and Mrs. Edward Johnson, of Baltimore, have taken Jos. Hogans' dwelling on the Haven for the sum-Imer months.

Isaac Bryden and son, Gilmore Bryden, are both quite ill at their homes in Piney Neck.

A delegation of watermen from here met Major F. C. Harrington, U. S. District Engineer, at the Custom House Monday and were given a full hearing of why they are asking a certain placing of fish nets in this section of the Bay. Our chief spokesman was Captain Charles R. Kerr. There was much opposition on the part of tug owners but none could prove they had ever found any obstruction here. The steamer and ferry people had signed our petition, so they do not find the lines inconvenient. Nor was it proved by the representative of the Betterton and other up-to-date interests that the conservation of fish would be interfered with in any way so our people feel greatly encouraged, particularly as the charts had been prepared by U. S. Engineers. Major Harrington

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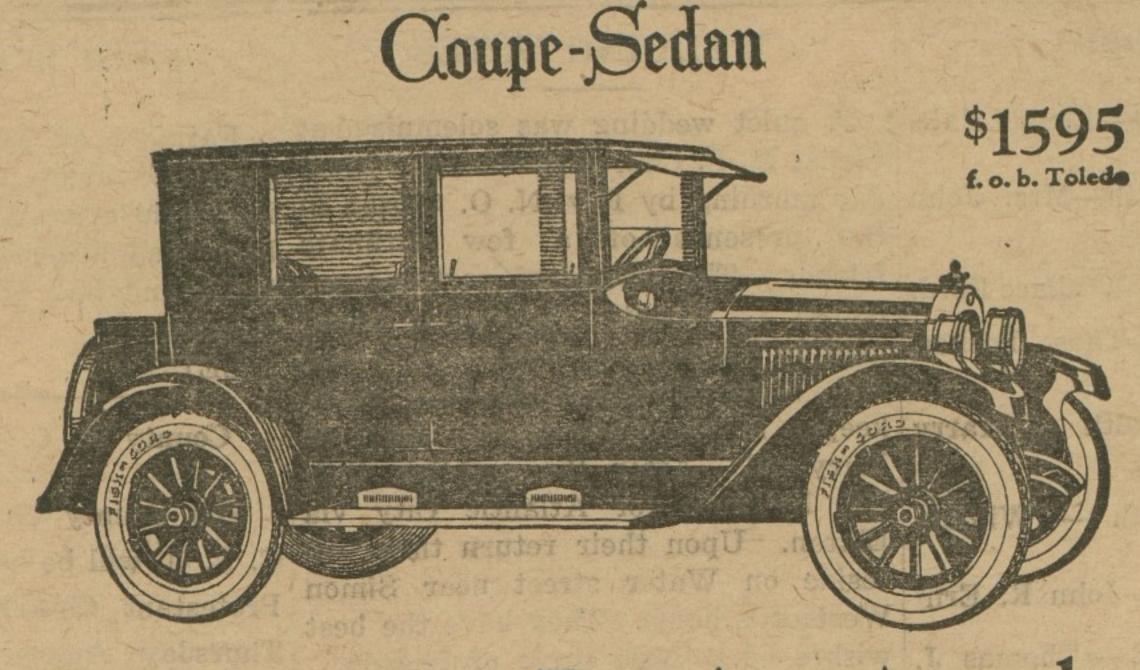
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mnouncement

THE STUDEBAKER CORPORATION OF AMERICA is pleased to announce to its customers, friends, and the public generally, its complete line of new

1924 Model Studebaker Cars

Avoiding the superlatives frequently used in automobile advertisements, the Corporation desires to faithfully state the facts concerning these cars and the reasons why the public should buy them.

THE CARS

In design, quality of materials, standard of workmanship, durability, refinements, performance, freedom from repairs, and price, the Studebaker 1924 Model Cars are distinctly the greatest intrinsic values the Corporation has ever offered.

Every improvement the safety and practicability of which have been verified by engineering tests is embodied in these new cars.

The Big-Six

THE BIG-SIX LINE comprises four models, mounted on the standard 126-inch chassis with 60 H. P. 37/8 x 5 inch motor: 7-passenger Touring Car - \$1750 5-passenger Coupe - \$2550 5-passenger Speedster - \$1835 7-passenger Sedan - \$2750 all prices f. o. b. factory

Refinements and a few minor mechanical changes have been made in the Big-Six, which has established an enviable record for five years. Our large production accounts for its low price. It is a car of the highest grade, comparable to the best.

The Special-Six

THE SPECIAL-SIX LINE comprises four models mounted on the standard 119-inch chassis with 50 H.P. 31/2 x5 inch motor: 2-passenger Roadster - \$1325 5-passenger Coupe - \$1975 5-passenger Touring Car - \$1350 5-passenger Sedan - \$2050 all prices f. o. b. factory

Radiator, hood, cowl, and body changes have been made in the Special-Six, with minor mechanical changes and refinements in the chassis. The Special-Six has for five successive years added luster to the name STUDEBAKER. It is one of the most satisfactory and finest cars on the market. It is as good in every respect as the Big-Six, except that it is smaller, and costs less to produce, and therefore sells for less.

The Light-Six

THE LIGHT-SIX LINE comprises four models, mounted on the standard 112-inch chassis with 40 H.P. 31/8x41/2 inch motor: 3-passenger Roadster - \$975 2-pass. Coupe-Roadster-\$1225 5-passenger Touring Car - \$995 5-passenger Sedan - \$1550 all prices f. o. b. factory

No body or mechanical changes except refinements have plant at South Bend, Indiana, under most economical and growth.

almost ideal manufacturing conditions. In our judgment, it stands out as the greatest value and the closest approach to mechanical perfection in moderate priced cars yet produced.

THE REASONS WHY

With \$90,000,000 of actual net assets and \$45,000,000 invested in plants, Studebaker has ample physical facilities to manufacture most economically.

Studebaker's organization of manufacturing executives, engineers, metallurgists, chemists, inspectors, and skilled mechanics is second to none in the industry. The design of Studebaker cars and the workmanship upon them conform to the highest principles of engineering standards and mechanical practice known to the industry.

Best of Materials Used

Studebaker cars contain the finest known grades of iron, steel, aluminum, tires, electrical equipment, glass, bearings, etc. No better materials for automobile manufacture exist. Sheet aluminum has but one-third the tensile strength of sheet steel, and consequently, Studebaker uses sheet steel for its bodies.

By the manufacture of drop forgings, castings, stampings and the machining, assembling and finishing of motors, axles, frames, transmissions, bodies, tops, etc., and the consequent elimination of middlemen's profits, coupled with lower overhead factory costs per car arising from quantity production and low commercial expenses, Studebaker's costs are kept at an economically low point possible of attainment only by manufacturers with vast physical and financial resources.

Bodies Unexcelled

The bodies of Studebaker cars are not excelled in quality of materials and craftsmanship, by any cars on the market. The Coupe and Sedan closed bodies are magnificent examples of the coach builder's art.

Merit Wins

The sales of Studebaker cars for the past six years have shown each and every year a progressive increase. 81,880 cars were been made in the Light-Six. Over 130,000 Light-Sixes have sold in the first six months of 1923 as against 60,053 for the been produced in the new, modern \$30,000,000 Studebaker same period last year. Only products of merit can make such

> The Studebaker Corporation of America A. R. Erskine, President

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